

CLASSIFICATION SECRET		25X1
COUNTRY East Germany	REPORT	
TOPIC Marsetburg Airfield		619098
EVALUATION	PLACE OBTAINED	
DATE OF CONTENT		
DATE OBTAINED	DATE PREPARED 1 April 1954	25X1
REFERENCES		
PAGES 2	ENCLOSURES (NO. & TYPE)	
REMARKS		
This is UNEVALUATED Information		

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1. The following air activity and aircraft were observed at Marsetburg airfield between 14 February and 9 March 1954:

14 to 25 February. No air activity was observed. The weather was partially cloudless.

26 February. No aircraft was observed aloft. There were no clouds and visibility was good. During the early evening hours, the sound of engines was heard from the direction of hangar 1. However, no take-offs were observed. This noise, probably the racing of engines, was repeatedly heard toward the evening, but no air activity was subsequently observed.

1 March. Between 9:45 a.m. and 1:20 p.m., local individual flights were made by MiG-15s. There was a closed ceiling at an altitude of 300 meters and good visibility. 25X1

2 March. Between 11:50 a.m. and 4:35 p.m., flights were made in elements of twos and formations of fours. The weather was cloudless and visibility was good. The take-offs were made in elements of twos, while the landings were made individually and at a distance of 50 to 60 meters between the individual aircraft. 25X1

An element of two aircraft occasionally made a flight at an altitude of 8,000 to 10,000 meters. The aircraft emitted vapor trails and appeared through field glasses as very small glittering points.

3 March. Between 9 a.m. and 4 p.m., there was intensive air activity and, for the first time, flying in flight formation was again observed. Formations of four and up to 16 aircraft were observed aloft. All the aircraft were fitted with auxiliary fuel tanks. After assembling in formation, the aircraft remained aloft for 50 to 60 minutes, at altitudes of from 1,500 to 2,000 meters. The sky was about 1/10 overcast at an altitude of 1,000 meters. 25X1

MiG-15 or U-MiG-15s were involved in air activity:

Two aircraft were U-MiG-15s which practiced diving

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at an altitude of 1,500 to 3,000 meters. They peeled off over the left wing with throttled engines, pulled out of dive at an altitude of 600 to 700 meters, and continued flying horizontally at an altitude of 300 meters. The angle of dive was estimated at 45 degrees.

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Aircraft

coming from the east had landed at the field directly before air activity was started. They participated in the subsequent practice flights.

4 March. Between 12:10 p.m. and 4:50 p.m., flying in formations of twos and threes was conducted. The sky was 5/10 overcast at an altitude of about 1,000 meters.

5 March. No air activity was conducted. There was a closed ceiling at an altitude of about 500 meters and good visibility. A total of 66 MiG-15 or U-MiG-15s were counted on the landing field and in the hangars, including 8 alert aircraft south of the eastern end of the runway, 45 in the hangar area, and 13 in hangars Nos 1 and 2.

6 March. Between 9:30 a.m. and 1:50 p.m., there was air activity in flight formation. There were no clouds.

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7 March. No air activity was conducted. There was cloudless weather and good visibility.

8 March. Between 10:30 a.m. and 5:20 p.m., air activity was conducted in flights of three aircraft. The weather was cloudless and visibility good.

9 March. No air activity was conducted. There were no clouds.

2. All the aircraft were fitted with auxiliary fuel tanks. Their antenna installation consisted of a short mast, fitted just aft of the cabin, and an antenna wire which extended from the mast to the rudder assembly. No additional radio installations were observed on the aircraft.

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3. On various days during the period from 27 February to 9 March, a Po-2 landed at the field at different times of the day. The aircraft always approached from the southeast and again took off heading in the same direction. Once or twice, a Li-2 was seen landing at the field; it again took off after a short stay.

4. Between 12 February and 9 March, 14 two-axle railroad tank cars were counted at the fuel dump where they were being discharged. Closed railroad cars had also been shunted to the airfield. Their unloading could not be observed.

the quartering buildings at the field were occupied by Soviet dependents.

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5. Vehicular traffic observed at the field involved truck with driver wearing red-bordered black epaulets, sedans and trucks all with drivers wearing black-bordered blue epaulets.

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Comment. Although the present report does not explain the origin of the large number of aircraft exceeding the usual aircraft strength at Merseburg airfield, all aircraft mentioned in the present report have previously been observed at Merseburg airfield.

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